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Official and Classified ADVERTISEMENTS

Continued from Page 15

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This operation is being carried out by the barge "Franz" and will now continue into February.

The vessel employed frequently lays to two anchors, the cables of which extend 660 metres up current from the vessel. A wide berth is requested.

OFFICIAL NOTICE

PROPOSAL TO CHANGE A SHIP'S NAME

I Michael Thomas Wells, of 18 See View Crescent, Scarborough, Yorkshire, owner of the fishing boat "PLEIADES C" of Scarborough official number SH.16, of gross tonnage 24 tons, of register tonnage 16 tons previously owned by Francis Ronald Capplamen, of 1 Orrellfield Street, Scarborough, Yorkshire, and registered name to "CRYSTAL W".

Any objection must be sent to: The Registrar General of Shipping and Seamen, Liverpool Road, Cardiff CF5 2VS, within seven days of the appearance of this advertisement.

Signed ... M. T. Wells.

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4 to 20 man liferafts. Liferaft Hire Co., 14 Chapel Road, Tiptree, Colchester, Essex CO8 5RA. Tiptree 816549.

Mr. Prior said: "What he doesn't know about the fishing industry is not worth

OIL FIRMS TOLD TO 'PAY-UP'

OIL COMPANIES have been told to pay-up for disturbing fishing grounds by the chairman of the Herring Industry Board, Dr. W. J. Lyon Dean.

Speaking in Bristol on Tuesday — the eve of the Scut's Festival Night — Dr. Lyon Dean said that farmers had been paid compensation for pipes being rooted through arable land.

Fishing is a much smaller industry than agriculture and it has already sustained damage. It would continue to suffer with the exploration of oil around Britain's coast becoming considerably more intense.

"It is useless to pretend that there is no crisis in the fishing industry and by that I mean the whole industry — catchers, big vessels and small boats, processors, fishmongers, fish friers, and, of course, the housewives who buy and cook the fish.

"Only by a new community fisheries policy — a complete and co-ordinated programme instead of the 'hit-hacker' which has been going on for the past few years — will it be possible to give short-term protection to all concerned.

"But in addition, the new Community fisheries policy must also ensure the future development of this century's old food production industry with all that means to Great Britain.

"In any such proposals the safeguarding of the coastal industry must be dominant.

"As I am speaking in a fishing area where much fish meal is used for stock feeding, I must make some reference to the production of fish meal by one of our community partners, Denmark.

"It is now wholeheartedly

knowing — he is a very popular figure".

He went to sea at 15 as steam drifter, and later qualified for his skipper's ticket. During the last war he was skipper of minesweeper and convoy escort vessel.

He was unable to resume his sea career owing to war injuries. When he was discharged in 1947, he joined the Boston Co. at Lowestoft.

He will continue to do part-time work with the company and his son, Paul, is skipper of the Boston stern trawler "Boston Sea King".

Mr. Prior said: "What he

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SEINER FLEET LEAVING HULL

ANOTHER MAJOR blow for Hull has come with the news that the port is to lose the whole of its seine net fleet. The Grimsby firm, Consolidated Fisheries is negotiating for the 10 seiners owned by the Boston Group. The deal — worth £1m — is expected to be tied up by today (Friday).

Boston's deputy-chairman, Mr. Neil Parker, said the move was being planned because of the critical situation Hull was running into as a fish port. There was an increasing burden of costs at the port and on an ex-employee, Mr. Parker said that he had risen from £7 to £12 a ton.

Mr. Parker added that it would be difficult to see how the seines would affect the Hull market. At present it represents around five per cent of fresh fish landings at the port, but with distant water landings falling so rapidly, percentages are a bit meaningless, he added.

So going jobs are expected to be protected as it is understood that most of the crews would transfer to Grimsby.

The bid by Consolidated Fisheries comes as something of a surprise. Through its subsidiary — Consolidated Seiners — the firm operates

eight seiners from Grimsby and inverness four others.

Managing director, Mr. Nigel Marsden said that there was a rosy future at Grimsby for this type of vessel. He hinted that his firm would also be acquiring more seiners in the future.

Boston has operated seiners from Hull for the past 20 years.

It is understood that Consolidated will be selling some of its trawlers.

A good return on your investment

Part of the deal — Boston seiner "Falkenborg".

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There are 16 basic models of Caterpillar Marine Diesels covering the range of 80 to 125 continuous horse power, so there's the right engine whatever the job.

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COMMENT

LOOKING FOR SCAPEGOATS

RATHER BELATEDLY, the national press and television picked up on the East European factory ship operation off Cornwall last week. This once again brought into sharp focus the subject of the mackerel stocks in the south-west.

Generally, it was viewed as a straight commercial venture and not a back-door method of getting British fish. It was of course inevitable that local interests would try to pin the problems of the fishery on the East Europeans, who are working with boats from the North.

It seems somebody is always being made the scapegoat for the long-held belief that fish off the south-west is for local fishermen only. What seems to have been forgotten is that quite a number of south-west boats are themselves engaged in supplying the foreign factory ships.

Not many years ago, the enemy as far as Cornish fishermen were concerned, were their counterparts from Devon. When a Brixham skipper brought his boat on the grounds to painstakingly develop the single boat mid-water trawl for mackerel, it was made clear he wasn't welcome. At one stage he thought it would be too 'uncomfortable' to put into a Cornish port.

One wonders just how hardly off the local boats are? Over recent weeks there have been reports of many 30 ft. line boats having a bonanza on the mackerel. No doubt there are others that are not, but this has always been the way of fishing.

Our fleet is a big and varied one but, it is no real answer to put one section out of business to satisfy the demands of another. The aim should be for a balanced fishery which takes into account all types of craft.

The growth of technology in fishing has been geared to the fact that men are not pinned down into a small stretch of water off their coast. This development has gone so far that it would be regressive to throw it all away.

The sense of this should be well understood in the south-west. After all, it was boats from this area which first sailed North before the turn of the century to establish the Dogger Bank fishery. This is how fishing has always been with men learning to progress from each other.

The truth of the situation came from the skipper of a Russian factory ship who was asked if he thought the mackerel stocks were being damaged.

He was being diplomatic when he quietly pointed out that Russian ships do not fish in British waters. What he was really saying was that if the stocks are overfished — then it's down to the country working them.

LOST INSHORE FISH

THE FORTUNES of Hull plummeted still further with the news that its seiner fleet is almost certain to go over to Grimsby. While in weight, the total of inshore fish landed on the market is not that significant, its value was never in doubt. Now the merchants will be forced to look for more overland consignments — a business that has already increased enormously.

On many days the seiners have been the only fresh fish vessels landing at Hull. Merchants will be asking if their move to the new £1m. fish dock was really necessary?

fishing news

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'Luneda' tops £43,000

FLEETWOOD had its biggest grossing for more than a year last week when the stern trawler *Luneda* returned to port after a 20-day voyage to the Norwegian coast.

The vessel, commanded by Hull skipper David Hinchliffe, landed 1,237 kgs, including 450 of cod, 480 of haddock, 130 of coley and 130 of reds, which sold for £43,358.

There was also a good result for the middle-water stern trawler *Boston Stirling*, commanded by Skipper Bill Bridge. She was 15 days at sea in catching 708 kgs, including 200 of cod, 170 of haddock, 30 of whiting, 50 of coley, and 150 of dogs, which sold for £21,031. This is the biggest grossing for a middle-water catch at the port for some time.

Among the smaller vessels there was another outstanding performance for the *Hazel* Company's only remaining vessel, the *Andrew Wilson*. She dates from 1959 but is still among the forerunners in her section. On her latest voyage, under the command of the highly-experienced Skipper John Banks, she caught 347 kgs — 25 of hake, 60 of cod, 30 of haddock, 30 of whiting, and 170 of coley — which sold for £12,298.

Just astern of her in terms of grossing was the *Hewett Fishing Company vessel Royalist*, commanded by Skipper Alan Bedford. This ship had 262 kgs, including 50 of hake, 70 of cod, 20 of haddock, 30 of whiting, and five of dogs for a grossing of £4,982.

Faroe threat to Scotland

ABERDEEN trawlers may be laid up if the new fishing deal between the EEC and the Faroes goes ahead.

Robert Allan, chief executive of the Aberdeen Fishing Vessel Owners Association and Scottish officer for the British Fishing Federation, said: 'We went into these negotiations with a legitimate and just case for a reasonable cod and haddock quota.'

'We set a very fair minimum demand of 10,000 tons. We haven't got that and, to add insult to injury, the Faroese got increased quotas of such species as herring and mackerel from our waters.'

'In effect, the UK has had to foot the bill for an agreement from which other members of the EEC have derived a relatively better advantage than we.'

'Our advice to our Government would be to reject it.'

Future

Although Aberdeen and EEC trawlers could be fishing at Faroe soon, the future of the fleet operations in these middle waters is very much in the balance.

Along with a resumption of fishing by EEC boats, there could be a return of Faroe vessels to the Community's North Sea 'pool' by the end of the week.



Mann's 137 ft. *Luneda*. Norwegian coast trip worth £43,358.

NE reject revised EEC offer

FISHERMEN on the north east coast fighting for an exclusive 50-mile limit are firmly against a new offer by Common Market fisheries ministers.

Tom Mainprize of Scarborough, vice-chairman of the National Federation of Inshore Fishermen, returned home recently after meetings in Brussels.

He said: 'We have been offered a three-mile exclusive zone and the promise that nations will withdraw their traditional rights to fish in British waters over a period of 12 to 15 years.'

This was completely unacceptable, he said, adding that unless action was taken now there would be no fish left to catch in 12 years. The Belgians and Danes were the only two countries fighting Britain's call for a 50-mile limit, said Mr. Mainprize, who had accompanied Mr. Silkin, Agriculture and Fisheries Minister, in Brussels.



ROCK RESCUE WINS AWARD

THE COURAGE of two fishermen, who saved the lives of five men in a rescue off the Berwickshire coast 18 months ago, was recognised at Eyemouth last Friday.

Skipper Peter Hood (55) and his son, Peter (33), both of St. Abbs, Berwickshire, received the Secretary of State for Trade's 'Piece of Plate' award from the Chief Inspector of H.M. Coastguard, Mr. John Douglas.

The fishermen were lobster fishing in dense fog in their boat *Sterina*, when they saw the St. Abbs-based *Vigilant* heading for rocks near St. Abbs.

After trying in vain to radio a warning to the £80,000 *Vigilant*, Skipper Hood and his son moved to within feet of rocks where the five fishermen were clinging after their vessel struck.

It was 'a difficult and dangerous rescue,' said Chief Inspector Douglas.

TRAWLER HELD

THE 3,000-ton Soviet trawler *Berchek* was held this week in Norway and her skipper agreed to pay a fine of 20,000 kroner (£2,000) for illegal fishing.

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Seiner for Grimsby

ANOTHER second-hand wooden Danish vessel has been added to the Grimsby fleet of anchor-selvnera. The 41-ton *Argus*, formerly of Esbjerg, arrived at the Humber port last week after being bought by Inga Nyborg.

Argus has been registered at Grimsby as GY 372.

The vessel, which is well-equipped with modern fishing aids including rope drums, is commanded by Skipper Michael Mayer and operated through the Danbrift (Fisher-Selvnera) Ltd. agency.

Kelvin

SPEAKING at a meeting in Glasgow on Monday, Allok Buchanan-Smith (Cons. North Angus and Mearns), said Fisheries Minister John Silkin was absolutely correct to insist at the EEC meeting that the fishing question must be settled in a single overall package. Any fragmentation would weaken Britain's case.

He warned, however, that the stand in Brussels, would turn to diester, 'unless we show that we are prepared to follow it through.'

Action had to start immediately on the conservation of stocks and the regeneration of the British fishing industry. For this he listed three priorities.

First, Britain must be ready to increase mesh sizes, on a non-discriminatory basis, to demonstrate that edible species are for human consumption.

142 jobs lost

ROSS GROUP Ltd., the giant Humber-based frozen foods manufacturer and processor, announced 142 redundancies to be made next month following rationalisation of distribution arrangements, after the multi-million pound takeover of Associated Fisheries' merchanting business last November.



...If you believe that Kelvin engines are used solely in trawlers operating around the Scottish coast.

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Commons backing for Silkin on EEC stand

MINISTER John Silkin had an enthusiastic reception in the Commons when he returned from the EEC meeting in Brussels.

Speaking to a crowded House, he outlined results of the talks. Other member states had, he said, agreed for the time being to observe Commission proposals on quotas and conservation.

Britain would also maintain its conservation measures.

Royal Lynx's port dash

THE GRIMSBY midget water trawler *Ross Lynx* was forced to put into North Shields last Friday morning after a deckhand had a heart attack.

The vessel was outward bound some 26 miles off the Tyne when deckhand, Charles Walker, was taken ill.

After radioing for assistance, Tynemouth lifeboat went out to meet *Ross Lynx* with a doctor aboard.

Mr. Walker was too ill to be transferred and *Ross Lynx* hurried into North Shields where the sick man was admitted to Preston Infirmary.

His condition later was said to be satisfactory.

14-day Expo tour

MORE THAN 40 fishermen and their families from as far apart as the South of England to Wick and Orkney will be attending the exhibition *Expo Pesca Pan Americana '78* in San Juan, Puerto Rico, in April.

The tour has been arranged by Grampian Fishing Tours of Perth, Scotland, and is sponsored by the Scottish Fishermen's Federation.

It will start from London on Tuesday, March 28, for New York and Florida.

The tour moves on to the Gulf of Mexico coasts of Florida for study visits.

Final five days will be spent in San Juan, Puerto Rico, attending *Expo Pesca '78*.

A 10 end a 14-day tour are available. The tour costs from £379, including flights, transfers, and hotel accommodation. Further information from Grampian Travel Ltd., 16 George St., Perth, Scotland PH1 5JZ.

For Grimsby needed a 24-tonner which would have a higher than average load capacity, in

the converted 24 tons-plated B

by 2 chassis.

North West Fish Ltd., of

Grimsby needed a 24-tonner

which would have a higher

than average load capacity, in

the converted 24 tons-plated B

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Mercedes-Benz 1617 chassis (below) from under 11 tons to around 17 tons.

The 17 ft. wheelbase 16-

tonner has had a non-driven

Rubery Owen axle added

behind its driving axle, the

latter remaining in its standard

position. New four-spring

bogie suspension is fitted to

the converted 24 tons-plated B

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TRADE ENQUIRIES WELCOME

Commons backing for Silkin on EEC stand

MINISTER John Silkin had an enthusiastic reception in the Commons when he returned from the EEC meeting in Brussels.

Speaking to a crowded House, he outlined results of the talks. Other member states had, he said, agreed for the time being to observe Commission proposals on quotas and conservation.

Britain would also maintain its conservation measures.

Royal Lynx's port dash

THE GRIMSBY middle water trawler *Ross Lynx* was forced to put into North Shields last Friday morning after a deckhand had a heart attack.

The vessel was outward bound some 26 miles off the Tyne when deckhand, Charles Walker, was taken ill.

After radioing for assistance, Tynemouth lifeboat went out to meet *Ross Lynx* with a doctor aboard.

Mr. Walker was too ill to be transferred and *Ross Lynx* hurried into North Shields where the sick man was admitted to Preston Infirmary.

His condition later was said to be satisfactory.

14-day Expo tour

MORE THAN 40 fishermen and their families from as far apart as the South of England to Wick and Orkney will be attending the exhibition *Expo Pesci Pan Americano '78* in San Juan, Puerto Rico, in April.

The tour has been arranged by Grampian Fishing Tours of Perth, Scotland, and is sponsored by the Scottish Fishermen's Federation.

It will start from London on Tuesday, March 28, for New York and Florida.

The tour moves on to the Gulf of Mexico coasts of Florida for study visits.

The 17 ft. wheelbase 18-tonner has had a non-driven Rubery Owen axle added behind its driving axle, the latter remaining in its standard position. New four-spring bogie suspension is fitted to the converted 24-ton-plate 8x2 chassis.

North Wall Fish Ltd. of Grimsby needed a 24-tonner which would have a higher than average load capacity, in

A 10 and a 14-day tour are available. The tour costs from £379 including flights, transfers and hotel accommodation. Further information from Grampian Travel Ltd., 15 George St., Perth, Scotland PH1 5JZ.

Andrew Buchanan, managing director of Grampian Travel, said: "The tour is designed to give the best possible value for money."

EXTRA AXLE RAISES LOAD

A THIRD AXLE conversion has put up the carrying capacity of a Mercedes-Benz 1817 chassis (below) from under 11 tons to around 17 tons.

The 17 ft. wheelbase 18-tonner has had a non-driven Rubery Owen axle added behind its driving axle, the latter remaining in its standard position. New four-spring bogie suspension is fitted to the converted 24-ton-plate 8x2 chassis.

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bottoms**

"WE ARE fitting out a
boat for lobster potting in
depths between 10 and 70
fathoms."

"We want to install echo
sounding equipment designed
mainly for discriminating
between different types of
bottom but also for finding
fish instead of the other way
round."

"Please suggest the type of
equipment to get and where
to get it."

"Unless you are prepared
to experiment with costly, un-
proven equipment, I think
the best choice is a recording
echo sounder, incorporating
white line facilities, which
can be used with a special
type of transducer."

"In your case selection of
the right transducer is all-
important. The signal
transmitted by a transducer
forms a complex pattern con-
sisting of two sets of lobes."

"The main lobe is used for
fish detection and normally
incorporates most of the
transmitter power. The side
lobes enable you to dis-
tinguish between different
types of ground."

"The angle of incidence at
which side lobes strike the
seabed means that if there is
smooth ground below your
vessel, the lobes are reflected
away and not received at all."

"But some echoes from
rough bottom in areas
covered by side lobes are
received a little later than
those from the area covered
by the main lobe."

"They are, therefore,
recorded after the first bot-
tom echo and appear in the
form of 'tails' on the recorder
paper."

"When you observe these,
you know you are definitely
over rough bottom — the
rougher the ground, the
longer the tails."

"It is important to dis-
tinguish stony as well as
rough from smooth ground,
you can obtain specially
designed transducers in
which side lobe energy is
deliberately increased."

"One of these, known as the
Z-pack limpet transducer, in-
corporates two transducers
side by side in a single housing.
These overlap, interfering
with each other's transmission
patterns, so that the best
balance is obtained for
ground discrimination pur-
poses between power
transmitted in main and side
lobes."

"Frequency of a Z-pack
limpet transducer is 48 kHz
and if one is used in conjunc-
tion with a white line
recorder, it's much the better.
Rough ground will be indi-
cated by an increase in the
width of the white line as well
as by 'tails'."

"Before you opt for a Z-pack
or similar transducer, you
could investigate the poten-
tial advantages of installing
one of the new Chromascope
K sounders."

"Made in Japan, they can
apparently distinguish
between echo signals, and dia-
logues."

**ANY
QUESTIONS?**

"IF YOU have any questions
about boats, equipment, gear
or methods, John Burgess is
always prepared to try and
answer them. If they are sent
with a stamped addressed en-
velope for reply."



John Burgess' Log

February 10, 1978

Among other jumbo
lobsters taken in British
waters, one weighing 13 lb
was landed at Gorran Haven
and several 11½ lb. specimens
were taken in pots off
Mevagissey and Land's
End.

Now Sam Bond of
Southwick, Sussex comes
with one that beats the lot.
He says that Skipper Baines
landed a lobster weighing 16 lb.
at St. Agnes in the Scilly
Isles from his boat *Effort* and
that it turned the scales at
that weight even though its
large claw was missing.

He adds that during 2
years fishing around the Scilly
Isles he caught seven
lobsters weighing over 10 lb.
He once caught three lobsters
with a total weight of 27 lb
in a pot just on another occasion
none in a single pot.

These were the days, he
says, when the price of
lobsters was a shilling a
pound.

**Oiling your
gearbox**

"I HAVE bought a boat
fitted with a reliable
Ford D engine and 2½
reduction Paragon gear-
box."

"I do not know what the
capacity of the gearbox is,
how to fill it and subsequently
check the oil level."

"How can I do this?"

"If you contact British Te-
dise Ltd., Knightsbridge,
Rochester, Kent, the com-
pany which imports Pan-
gearboxes, you can prob-
ably obtain a manual about
or specific replies to your
questions."

A trunnion allows you to use
a Seagull or any other out-
board and achieve maximum
propulsive power with it, also
to work your nets over the
atmos with little risk of their
getting lost on the propeller.

Another advantage is that a
standard punt has a net tray
between trunk and transom
from which you could shoot
your nets with ease.

The punts are built by the
Lythett Bay Boat Yard,
Sandy Lane, Upton, Poole,
Dorset, a concern which is
prepared to modify their
specifications to customers'
individual requirements.

"It must be of shallow
draught and take the ground
without heeling over too
much. It must also be capable
of being powered to stem
tides, which occasionally run
very strongly."

"I cannot afford to have
the type of boat I want
custom built and yet I can't
find a secondhand version."

"The answer might be a
standard punt in which I
could install a fairly powerful
engine."

"Do you know of any
currently in production,
which might be suitable?"

"A standard Poole punt
would probably suit you well
enough."

He points out that roll-on
paper is always available
from the would-be
purchaser's nearest Marine
Sales and Service depot.

If it is only recorder you
want, it could be of help
that you want, it could be
to you to remember this
source as postage is very
expensive these days.

Below: trunnion end and tray in a
standard Poole punt.

RECENTLY in reply to
queries about what to
get Forrigraph recorders
serviced and new rolls
of recording paper, I mentioned
that Elliott Instruments Ltd., of
Woodlawn, Forringer, Chelmsford
could provide both ser-
vice and new rolls.

Since then, E. N.
Hawkins, general manager
of Comantec Radio Ltd., has
informed me that the
company has a service
organisation based in
Weston-super-Mare, Bristol.

The company ap-
pointed a Hanover Morillo
Service Ltd., Collingdon
Road, Works, Cardiff,
which is appointed
vice agents.

The number of service
agents in the United
Kingdom and Eire now
totals 12, but more are
planned to complete the

service.

The aims of the conference
will be to review the state of
fish science and technology

over the past 50 years with
appraisals of the current pos-

ition and of probable future

developments.

There will also be an ac-

count of developments over

the past 50 years with
appraisals of the current pos-

ition and of probable future

developments.

A brochure and an applica-

tion form will be available

from Torry Research Station,
P.O. Box 31, 185 Abbey

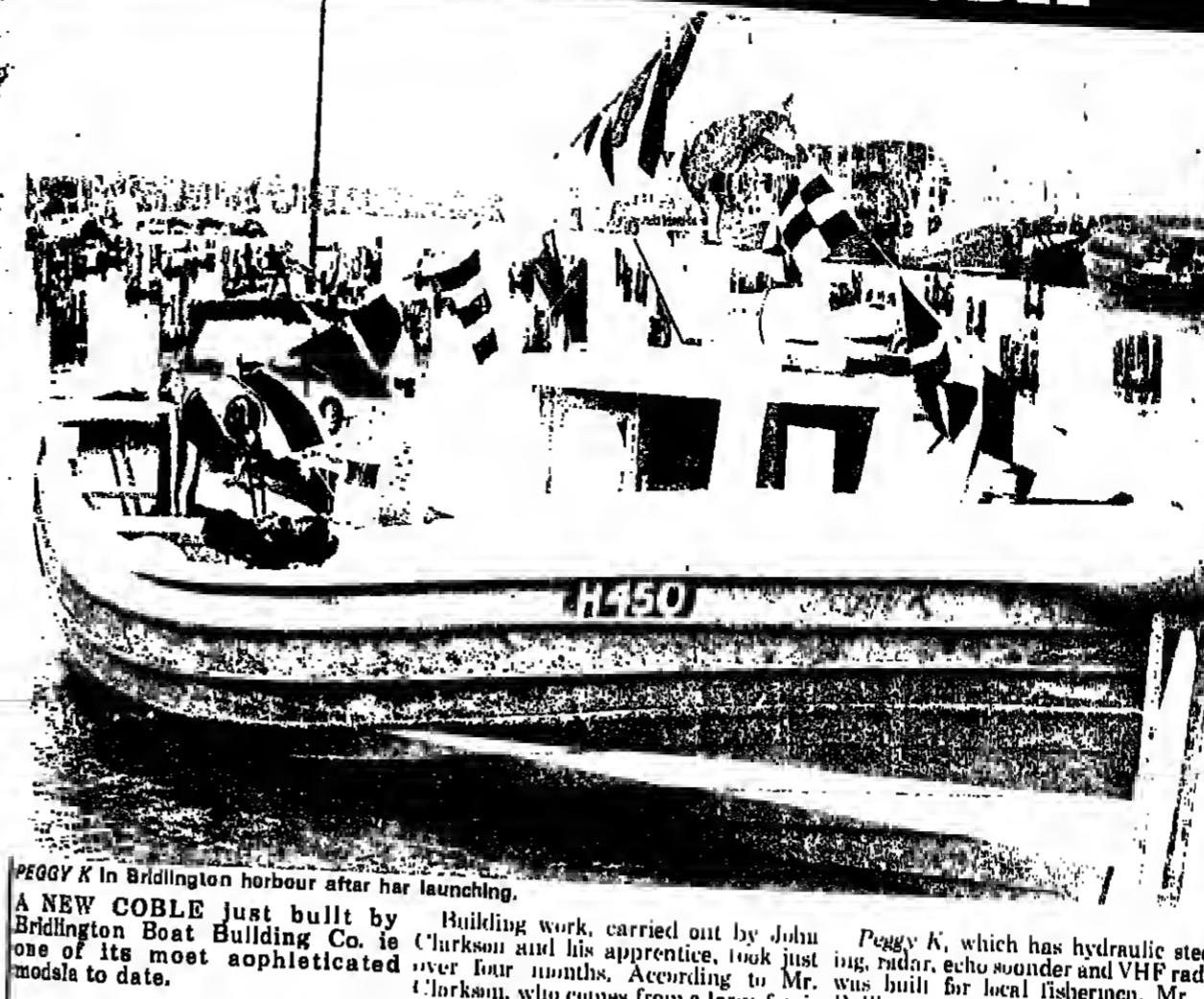
Road, Aberdeen AB9 8DG,
towards the end of this year.

Scientists and technologists

February 10, 1978

FISHING NEWS

YARD'S BIGGEST COBLE



PEGGY K in Bridlington harbour after her launching.

A NEW COBLE just built by
Bridlington Boat Building Co. is
one of its most sophisticated

models to date.

The 36 footer Peggy K, which was
launched at Bridlington harbour, is
the largest built by the two-year-old firm.

Another local fisherman has already
ordered a 37ft. coble from the Clarkson
yard.

Building work, carried out by John
Clarkson and his apprentice, took just
over four months. According to Mr.
Clarkson, who comes from a large family
of boatbuilders in Whitby, the cuble

Peggy K, which has hydraulic steering,
radar, echo sounder and VHF radio,
was built for local fisherman, Mr. R.
Rollinson and Mr. G. Key.

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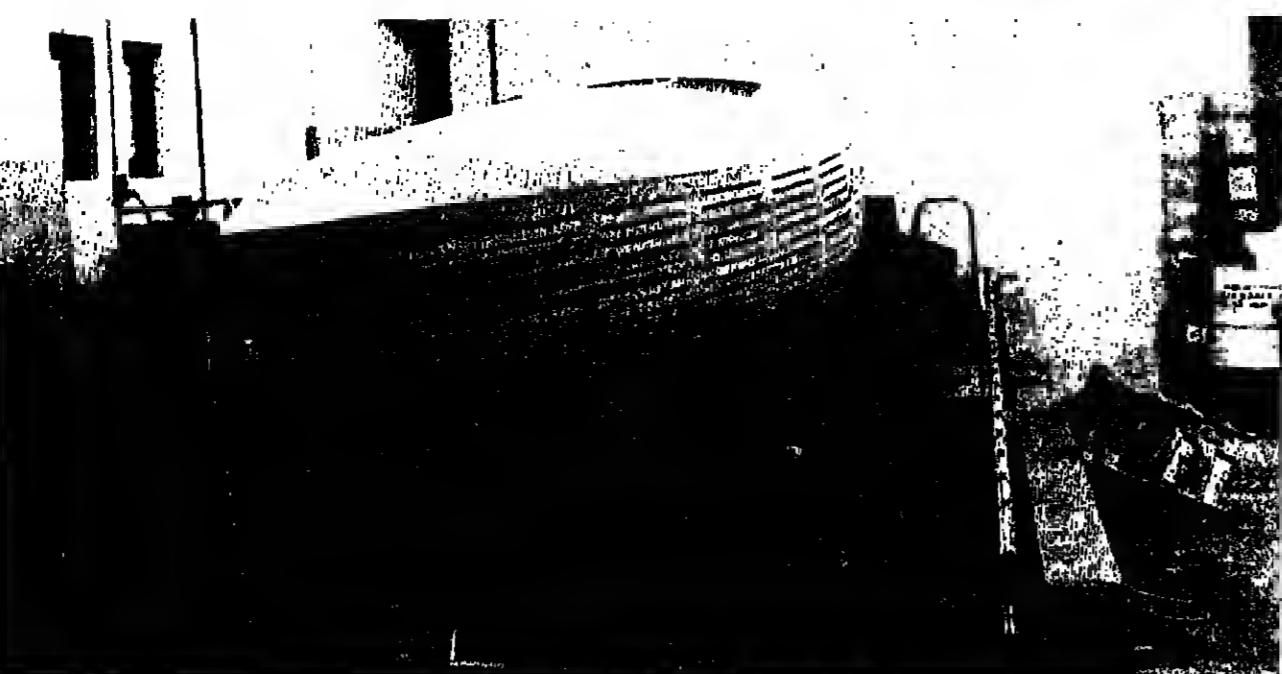
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The former over which the laminate is laid up mounted ready for swinging. The carriages holding the resin end threads run on the track on the right hand side.

NEW SYSTEM PROMISES...

Fast hulls easy on the fuel

A NEW system of boat building, now being developed in Denmark could lead to faster fishing and workboats without any marked increase in fuel consumption.

The secret lies in a form of ultra-lightweight construction with no reduction in strength which will require less power for a given speed.

Lightweight construction has always been the aim of the designers of fast boats, but it is normally only achieved at considerable expense. This system offers the advantages of lightweight construction at comparable cost to present standard systems by the use of automated methods.

Hull and deck are moulded together over a former. The former is mounted at each end to rotate and it is geared to a carriage which moves the length of the former.

Mounted on the carriage are reels of glass thread and a resin tank. The threads are impregnated with resin as they leave the carriage and are wound spirally onto the former as it rotates.

The threads are applied in a band about 2cm. wide and, as the layers build up, they are interwoven to produce a very strong laminate. A slow curing resin ensures a good bond between successive layers.

Much of the strength of the finished laminate lies in the high glass content — 50 to 80 per cent compared with the normal 30 per cent.

There is also no chance of air bubbles forming or of poor impregnation with resin, so that a consistent high quality of laminate results.

Once the resin has cured, the former is removed through a hole cut in the deck for the cockpit or engine.

hatch. A development of this system sees the former being covered with extruded hollow glassfibre planks.

These lightweight 'planks' will remain inside the hull, giving increased rigidity and a high quality interior finish.

With re-usable frames, this method of construction will be largely automatic once the former has been set-up.

The only limit on size for this type of construction is the machinery itself, and this can be made to cope with 100 ft. hulls.

The gearing between the former and the carriage needs careful calculation for each hull and, at present, the system cannot cope with concave shapes in the former. A system of rollers passing the laminate to the former may overcome this.

Under construction in Denmark is a 36 ft. sailboat hull. This hull and deck will weigh a mere 480 kilos although, with ultra lightweight in mind, the laminate for the hull is made from a Kevlar/epoxy resin combination.

The system is equally suited to a carbon fibre laminate, or to a combination of various fibres.

Whilst lightweight is required for high speed, this construction system is equally suited to displacement hulls. The efficient construction system means a saving in materials and the lightweight of the hull can be used to increase the payload.

The system is suited to both one-off or production line construction and promises to bring about a revolution in boat construction.

It is particularly relevant in factory boat production, where a tightening up of the manufacturing conditions is making life difficult for GRP fabricators. Dag Pike.

TRAINING FOR 'CERT' AT GRIMSBY



Skipper Townsend Institute Student Brian Mansfield on the lead of the warp on a scale-model stern trawler.

AFTER a ten year battle to gain recognition for fishing in the field of education, Grimsby College of Technology has succeeded in pioneering a City and Guilds Craft Certificate in sea fishing practice.

Until now it has been considered that fishermen are wasting their time learning from books. In education they were second class citizens, says Captain S. G. Keene, head of department at the college.

This new course — which is now in operation — is designed for the young deckhand.

There are six main subjects to be chosen from: cere and maintenance of propulsion machinery and engineering equipment, electronic equipment, hydraulic machinery, cooking, advanced network and bridge watchkeeping duties.

The training consists of practical work with lectures in the college and it is open to anyone. Specialist subjects are taken along with basic studies and gain the students an additional certificate.

The full scheme is designed to meet the constantly changing structure of the industry and is flexible enough to keep up with industrial changes.

The new generation of fishermen are going to have to be more versatile in their jobs than in the past. Says Captain Keene: "They will have to be prepared to work on a variety of ships with different fishing methods and have the knowledge and skill to cope with the whole spectrum of fishing practice."

from West Lothian

often no specialist

engineers will be

carried on board.

The skipper will be responsible for the location and capture of fish from stocks protected by international considerations for conservation which will involve a deep understanding of regulations and international agreements.

With the increasing sophistication of vessels coupled with the international intricacies of fish exploitation, the future skipper must be regarded as a professional and, therefore, have available to him a system of education.

Skippers of the future will have heavy responsibilities for experimental boats, machinery and electronic equipment and

Below: John Jones, one of the students, braiding a shaped piece of net to specification. Right: Captain S. G. Keene, head of department, Maritime Studies and Fisheries, Grimsby.

TROPHY PLAN TURNED DOWN

PETERHEAD Harbour Trustees have decided, by a narrow majority, against sponsoring a fishing trophy competition for different classes of boats operating from the port.

Chairman John D. Buchan said the plan was that trophies would be provided at no expense to the trustees and if the proposals were approved Peterhead would be in line with other ports.

Skipper William N. Buchan said he could not foresee any Peterhead boat winning such a trophy and there was also the question of entertaining the winners — three boats' crews and their partners. One trophy would be sufficient if at all, he said.

Skipper Sydney McLean thought it would be necessary to provide trophies for four classes of boats. On another tack, Arthur Buchan, who said he was not in favour of the proposal, visualised boats going to sea "and washing their brows about" to win the trophies.

Pointing out that trophy £700/26s.

THE DECCA 110 RADAR POINTS OF EXCELLENCE.

110

High PRF's — 3000 and 1500 — for a bright picture on long and short ranges.

Simple, low cost radar whose high performance and quality make it outstanding value for money.

Outstanding range performance at all ranges out to 36 n.m. range scale.

4ft. aerial gives excellent discrimination and strong echoes at long range.

Very good visibility of small targets.

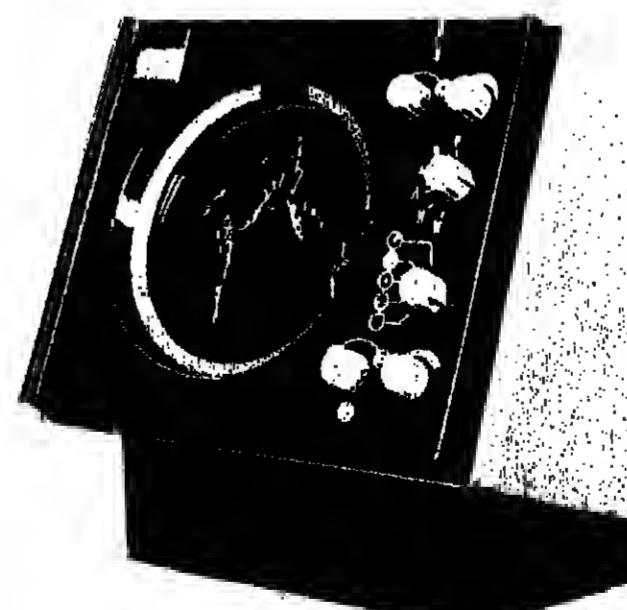
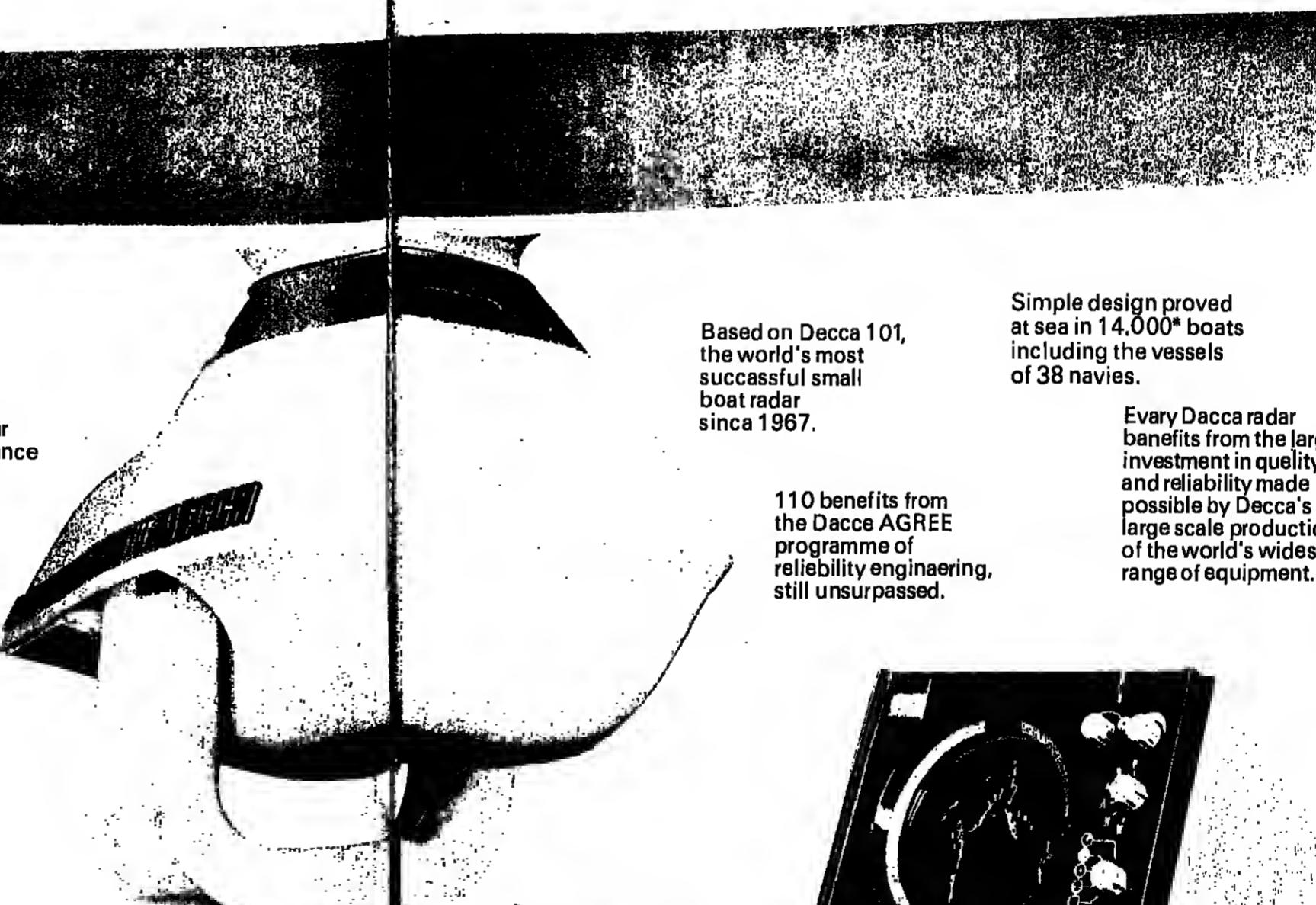
Very low compass-safe distances.

Based on Decca 101, the world's most successful small boat radar since 1967.

110 benefits from the Decca AGREE programme of reliability engineering, still unsurpassed.

Simple design proved at sea in 14,000* boats including the vessels of 38 navies.

Every Decca radar benefits from the large investment in quality and reliability made possible by Decca's large scale production of the world's widest range of equipment.



Small boats are often in small ports. With Decca's unmatched world-wide service organization, Decca service engineer is the one most likely to be on hand.

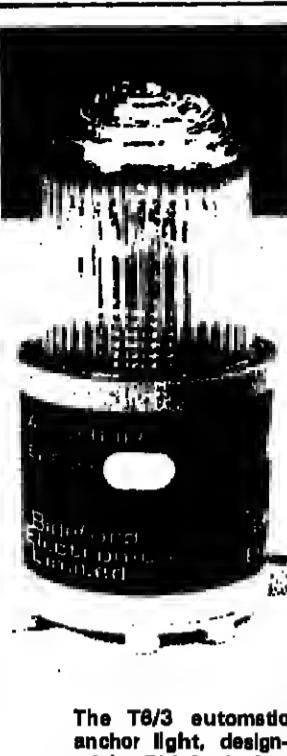
A Decca service support helps make the 110 popular as a second radar in larger ships.

DECCA - the best choice of small boat radar

Super 050-12n.m.; 060-24n.m.; 110-36n.m.; RM914A/916A-48/60n.m.

Decca Radar Limited, Albert Embankment, London SE1. Tel: 01-735 8111.

*orders to date for 110 and 101 = 16,274



Mooring light is automatic

AN AUTOMATIC anchor light which switches on at dusk and off at dawn is now available for small boats.

The device ensures that the position of a moored vessel can easily be seen and so cuts the danger of being run-down at night.

The light incorporates a photo-electric cell and needs no day-to-day attention. It can be powered by the craft's own supply or batteries and is available in 6, 12 and 24 volts.

The light, known as T8/3, is available from dealers at £16.38, or post free from the manufacturers: Bideford Electronics Ltd., Kingsley Road, Bideford, Devon, EX39 2LG. Telephone Bideford 1023 7248.

The T8/3 automatic anchor light, designed by Bideford Electronics, is now on sale.

40% more power...
just right for medium & larger sized vessels!

The new Bideford 40/20 motor drive is much the same size as the standard 40/20 but yet provides 40% more power.

As well as on the market, the new drives have been fitted on the first two fishing boats built by the firm.

American cylinder bore sees the new 40/20 in double reduction power mode 1040 bhp at 1600 rpm and auxiliary power up to 1000 kW at 1600 rpm. The standard 40/20 produces 300-350 kW at speeds of 600-700 rpm.

That's Ruston progress!



TV AT SEA

22 230
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Vulcan Works Newton-le-Willows
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ELECTRONICS MARINE LTD

ELECTRONIC EQUIPMENT
FOR THE FISHERMAN...
AN INTERNATIONAL SERVICE
Radar Echo Sounders Sonar-Depth

will receive transmission no matter how many times a vessel changes course.

It is made from PVC and has a filling of high-density polyurethane foam incorporating a built-in high gain signal amplifier.

The amplifier is driven by a power supply unit which is located near the television or, in a communal system, where the antenna feeds a number of receivers, near to the distribution amplifier.

The power supply unit has a sensitivity control which enables the performance of the antenna to be adjusted.

This is needed because ships far out to sea require very strong TV signals while in port where high signal strengths exist they need a very much reduced level.

Another survival suit

A SURVIVAL suit is now being manufactured and marketed by the Norwegian firm of Helle A/S of Moss. The manufacturers say that in similar conditions the suit maintains normal body temperature for around nine hours.

PRODUCT NEWS



Inshore boat sounder

This is the Simrad Skipper 701 echo sounder which was displayed at the London Boat Show last month. Designed for small fishing vessels, it is priced at £420. It will run off a voltage between 11 and 40 without adjustment and power drain is minimal 1.5 amp at 12v.

Skipper Anthony O'Leary of the Irish fishing boat *Boethia* says he is delighted with the sounder's fish detection and ground discrimination. He has used the sounder a month.

There are two models, AUS 0.0-288 and 0.5-600 depths respectively, and a choice of transducers to suit local conditions, each with six beam ranges and two phase ranges.

Frequency is 60 kHz, transmitter power 100W, and variable speeds for the 40 power for extra clarity or economy.

It is claimed that the line of haul, instead of on the gunwhale where the angled hauling causes excessive rope wear.

Skipper Aitchison, who invented the system, has reported that built ropes and sheaves have suffered very little wear over five months of use.

This invention is patented and the sheaves are now being made by Drum and marketed under the Cattermerine name. Six further sets have been sent to Eymouth.

CP props go in production

THE FIRM in Ulster (UK) Ltd.

has opened a new factory at Fife, Scotland, to produce its propellers.

The firm, which claims to be the only UK manufacturer of the combined gearbox/CP propeller, has undertaken for them its plant 2400 AGUS units for export to Germany and Norway. They will build on to 7,000 bhp, and aim to surpass all other types in the world.

The powerplant with electro-magnetic clutch is claimed to be unique as the pump is located inside the tank unit, also, because the twin Vee pulley wheel drive contains an electro-magnetic clutch that is pressurised from the wheelhouse.

The relief valve is also inside the cast aluminium tank end is pre-set at the works to the pressure required. The unit without a cooler can cope with up to 6.8 GPM and up to 8.5 GPM with a cooler.

This packaged unit simplifies installation as there are no links or levers with friction clutches. Fitting the pump inside the tank has reduced the amount of hosepipe work required.

The power supply unit has a sensitivity control which enables the performance of the antenna to be adjusted. This is needed because ships far out to sea require very strong TV signals while in port where high signal strengths exist they need a very much reduced level.

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EXPO PESCA 78

Chalon of two four-10 & 14 inlays to Flotilla 10 and Expo Pesca '78 in San Juan, Puerto Rico, departing on 27th and 31st March. Cost from:

£379.00

Including return flights, transfers and hotel accommodation. Escorted throughout by:

GRAMPIAN FISHING TOURS

15 GEORGE STREET
PERTH

February 10, 1978

February 10, 1978

FISHING NEWS

Stick out for the right deal-Tory

THE SPLASH headline "Humber ravaged" in *Fishing News*, January 27, was used in evidence by Patrick Wall MP, spokesman for the Opposition, in a Commons committee last week.

He said: "It is extremely serious that these distant water vessels, costing over £1m, are now laid up with no work and nowhere to go, and are being disposed of to

Australia, Canada and elsewhere.

"That is creating great unemployment. There is a great need to try to bring to an end these negotiations which are continuing in Brussels even as we sit here today.

Sir John Gilmour (Con. East Fife) said the order was supported by the Herring Industry Board, but asked whether its implementation could be supervised adequately.

He understood that about eight landings of herring had been made out of the area under the first order and that one vessel had been discharged because of lack of proper information to get a conviction, but it had landed a catch worth £50,000.

Douglas Henderson (SNP, East Aberdeenshire) said there was little point in people imagining they could apply for help to build a boat for herring fishing nowadays, unless they had a clearer picture from the Government of the size of fleet envisaged.

They must never forget that the livelihood of many depended on the availability of herring. Two factories in his constituency were kept going by temporary employment subsidy, but their basic problem was not cost of labour but cost and scarcity of new materials.

Edward Bishop, Minister of State for Agriculture and Fisheries, said he understood the hardship caused by the closure of the herring fisheries on the west coast, but it was in the long-term interests of the British industry that such drastic steps should be taken now, before the stock disappeared completely. This will allow a valuable fishery to be re-established.

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Mooring light is automatic

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The device ensures that the position of a moored vessel can easily be seen and so cuts the danger of being run-down at night.

The light incorporates a photo-electric cell and needs no day-to-day attention. It can be powered by the craft's own supply or batteries and is available in 12 and 24 volts.

The light, known as T6/3, is available from chandlers at £16.38, or post free from the manufacturers: Bideford Electronics Ltd., Kingsley Road, Bideford, Devon, EX39 2LG. Telephone Bideford (023 72) 2466.



PART OF THE range of haulers once manufactured by Cattermarine are back on the market.

The firm of Drum Engineering of Bradford, West Yorkshire, took over Cattermarine interests one year ago and has now developed these units in a range of products aimed mainly at shrimper.

Drum is engaged in supplying and installing hydraulic powerpacks worldwide. The firm's range of products now

includes: The Cattermarine net/pot hauler which has been used with success when hauling crayfish nets off Cornwall and Ireland. Drum has strengthened the hauler structure so that the hauling head is now supported between two roller bearings — one on either side.

The feature of direct drive from a high-torque and low speed hydraulic motor to eliminate gearing has been retained and so, also, has the use of polyurethane to cover the hauling wheels. This material has excellent grip, together with much more wear resistance than rubber.

A rope selection knife has been fitted to the pot/line hauler attachment which is next to the net hauler head.

When netting the head rotates at 28 rpm, and when potting or lining at 88 rpm to give pulls of $\frac{1}{2}$ up to 4-ton. Recently orders have come from Cornwall and Ireland.

The pot hauler is for 1-ton and one-ton pulleys up to line speeds of 300 ft./min. A horizontal capstan head is provided as well and this can be used for auxiliary duties such as mooring work or fish unloading.

The rope gripping surface inside the Vee plates is lined with polyurethane, which is kinder to ropes and still provides a good grip. A direct drive, low speed, high torque hydraulic motor is used.

The powerpack with electro-magnetic clutch is claimed to be unique as the pump is located inside the tank end, also, because the twin Vee pulley wheel drive contains an electro-magnetic clutch that is press button operated from the wheelhouse.

The relief valve is also inside the cast aluminium tank end and is pre-set at the works to the pressure required. The unit without a cooler can cope with flows up to 6.6 GPM and up to 8.5 GPM with a cooler.

This packaged unit simplifies installation as there are no links or levers with friction clutches. Fitting the pump inside the tank has reduced the amount of hoses work required.

The power supply unit has a sensitivity control which enables the performance of the antenna to be adjusted. This is needed because ships far out to sea require very strong TV signals while in port where high signal strength is essential they need a very much reduced level.

Atchison rope sleeves for handling seine net ropes over the stern of the fishing vessel are the latest product. Basically the sleeves are fitted to the power block head which can be

TV AT SEA

AERANAMICS Electronics Ltd. of Peterhead, Scotland, is now marketing the International Seahawk marine television antenna.

The Seahawk is claimed to operate anywhere in the world where TV reception is available.

Unlike normal TV antennas which have to be pointed towards the transmitting station, the International Seahawk is multi-directional. When fitted to a ship's mast, it

will receive transmissions no matter how many times a vessel changes course.

It is made from PVC and has a filling of high-density polyurethane foam incorporating a built-in high gain signal amplifier.

The amplifier is driven by a power supply unit which is located near the television or, in a communal system where the antenna feeds a number of receivers, near to the distribution amplifier.

The power supply unit has a sensitivity control which enables the performance of the antenna to be adjusted.

This is needed because ships far out to sea require very strong TV signals while in port where high signal strength is essential they need a very much reduced level.

The manufacturers say that in similar conditions the suit maintains normal body temperatures for around nine hours.

It is insulated by a polymer-coated synthetic outer coating and foam lining. Between these two layers is a section of metallised foil which acts as a thermal reflector to prevent loss of body heat.

The suit's buoyancy system consists mainly of soft synthetic closed-cell foam built into the lining. All outer fabrics are water-proof, self-extinguishing and resistant to fats.

Another survival suit

A SURVIVAL suit is now being manufactured and marketed by the Norwegian firm of Helly-Hansen A/B of Moss.

The Helly-Hansen D-800 suit meets the standards set by the Norwegian Maritime Directorate.

These stipulate that a person must be able to remain in water at 0 deg. C. wearing only winter underwear beneath a survival suit, without the body temperature dropping more than 1 deg. C. in one hour.

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It is insulated by a polymer-coated synthetic outer coating and foam lining. Between these two layers is a section of metallised foil which acts as a thermal reflector to prevent loss of body heat.

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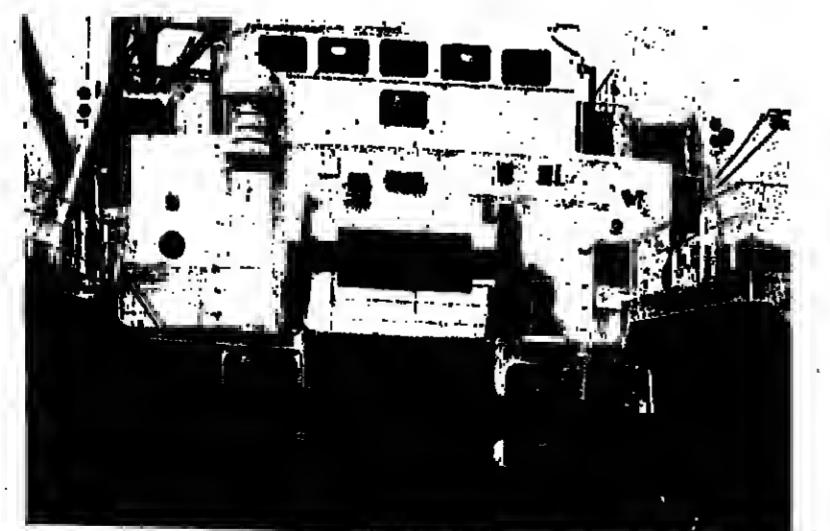
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Continued from Page 17

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